

Queensland: Age Friendly Community Action Plan

Department of Infrastructure, Local Government and Planning Queensland, Australia

Age friendly communities allow people to stay active and connected.

Credit: Queensland Government

The Queensland Government has established an age friendly action plan that aims to make practical change to create an inclusive society for people of all ages. The plan commenced with a strategy statement that initially surveyed more than 9,000 participants to better understand the requirements of older people regarding access to transport, housing, and employment opportunities. Mobility via transport, or getting 'out and about,' was the key issue identified by community in the feedback.

The plan also supports the World Health Organization's age-friendly-approach to positively influence the quality of life and well-being of older people. It acknowledges the importance of an inclusive plan that provides for seniors from culturally and linguistically diverse communities. It realizes the importance of being accessible and effective for Aboriginal and Torres Straight Island seniors and seeks to ensure actions and solutions meet the needs of all in the community.

Key to the program is working with local government, seniors, not-for-profit and private sectors to develop resources and tools to support age-friendly communities. It will draw from research and use an evidence base to inform key actions in the plan. The action plan is reviewed yearly to understand if the priorities in the plan are being met, and it will be updated to reflect new actions and priorities. The plan endeavors to make sure Queensland is progressing towards being fully age friendly.



5.5x
Expected increase
in dementia cases in
Queensland by 2050

66%
of Queenslanders
aged 75 yrs+ reported
having a disability

1 in 5
Queenslanders
aged 65 yrs+ are
carers

Integrating Age-Friendly Initiatives into the Comprehensive Plan

*Age-Friendly DC and the Office of Planning
Washington, D.C.*

Washington, D.C. is currently updating and amending its Comprehensive Plan. In order to integrate Age-Friendly DC policies into the Comprehensive Plan, an urban planner on Age-Friendly DC's staff was detailed to the Office of Planning for a period of roughly 9 months. The planner grew familiar with the different elements of the Comprehensive Plan and was able to meet with Office of Planning staff responsible for the various elements to suggest amendments that would further Age-Friendly DC's objectives. The planner was also able to ensure that outreach and engagement around the Comprehensive Plan included older adult groups and stakeholders. Finally, the planner officially submitted dozens of proposed amendments to the Comprehensive Plan based on Age-Friendly objectives and his knowledge of how to amend the Comprehensive Plan to best achieve these objectives.

The Comprehensive Plan continues to go through its amendment cycle. To date amendments to the various elements of the plan have not yet been introduced as legislation. The most immediate impact of this project has been the awareness and consideration of Age-Friendly policies and objectives by staff and leaders at the Office of Planning as well as a better awareness of and involvement in the Comprehensive Plan amendment process by advocate organizations and community groups representing older adults and age-friendly interests.

16%
of D.C. Residents
are aged 60 and
over

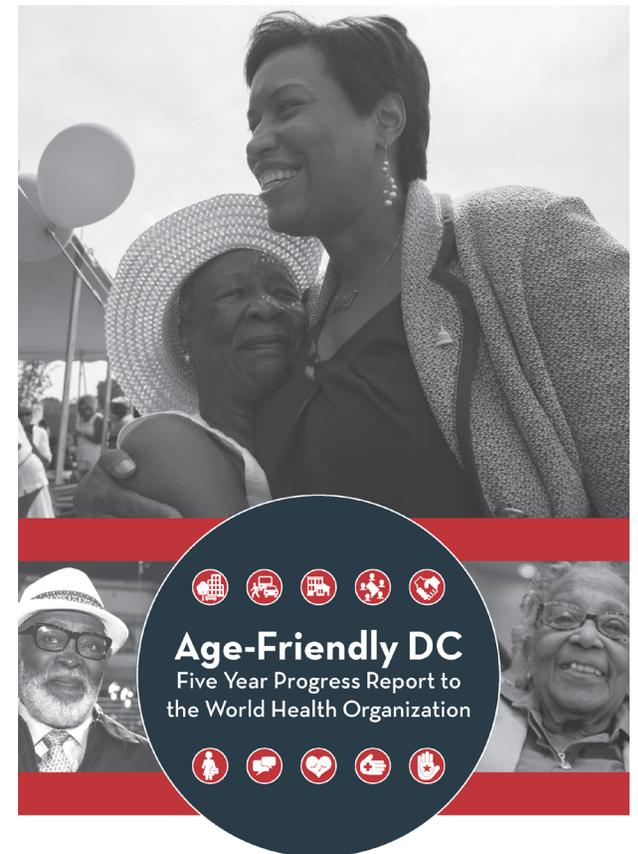
34%
of seniors in D.C.
report having a
disability

3,000+
Plan Amendments
proposed by public
during open call



A planner from Age-Friendly DC worked to integrate his organization's goals into the updated DC Comprehensive Plan.

Credit: Age-Friendly DC



Y Walk Wednesdays

*Wilkes-Barre Family YMCA
Wilkes-Barre, Pennsylvania*

Y Walk Wednesdays is a program of free, 90-minute guided walks through downtown Wilkes-Barre. Led by volunteer walk leaders, the goal of the program is to provide “stealth health,” boosting civic engagement and bringing people downtown who might not otherwise come to the city. Based on participant sign-in data, around 80 percent of walkers are aged 50 or over, and approximately 60 percent are women.

The walks typically leave the Y at 6:00 PM on Wednesday evenings throughout the summer. In the past, walks have included a visit to the County Courthouse led by the County Chief Judge, a tour of flood protection facilities led by the Executive Director of the Flood Protection Authority, and a discussion about walkability improvements downtown by the leader of the Wilkes-Barre Business Improvement District. Other walks span topics such as history, architecture, and walking for your health. In recent years, the program has also facilitated interfaith discussions, including a walk to the two downtown synagogues led by a Rabbi and a visit to a Christian grotto.

The program receives funding from the City of Wilkes-Barre Health Department through a Pennsylvania Department of Health Safe and Healthy Communities Grant, and Highmark Blue Cross, a health insurance provider, serves as a sponsor and provides a walk leader for a walk.

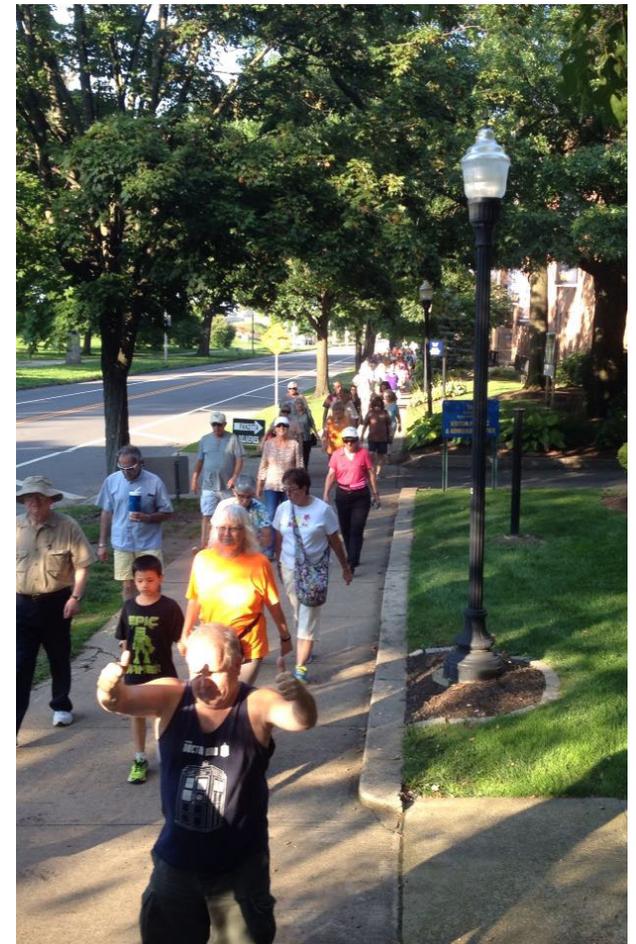
30
Typical Size
of a weeknight
walking group

7
Summers
of programming,
beginning in 2011

600
Individuals
participated in Y Walk
Wednesdays in 2017

Y Walk Wednesdays gets
all ages moving through the
community.

Credit: Wilkes-Barre Family YMCA



[Click here for more information](#)



The Age Friendly Cities Index

Arup and the University of New South Wales
Sydney, Australia

A research team consisting of students and academics from the University of New South Wales, built environment consultants from the global engineering firm Arup, and affiliated medical practitioners, undertook a research project titled *Developing an Index for Age Friendly Cities*. The goal of the research was to establish a series of indicators to measure the progress of Sydney towards age friendliness, using performance on these indicators to influence future design and planning decisions.

The Age Friendly Cities Index combines qualitative survey data and quantitative data such as the census, health statistics, and the University of Adelaide's Social Health Atlas. Using this data, the Index assesses the performance of 31 local government areas of metropolitan Sydney across five categories: transportation, health, technology, social engagement, and buildings and public space. The result allows a user of the index to assess the performance of the whole metropolitan area or any of the individual local government areas.

The research team collaborated with data visualization programmers to launch an interactive platform that allows users to explore the findings and to compare the progress of different suburbs towards providing an age friendly community.

5
Categories

of indicators used in
assessment

25%
of Sydney Residents

are aged 55 years or
older

31
Neighborhoods

are compared using
the index

The Age Friendly Cities Index helps neighborhoods throughout Sydney understand their progress towards providing an age-friendly environment.



Carver County Baby Boomer Readiness Assessment Tools

*Community Growth Options - University of Minnesota
Carver County, Minnesota*

Community Growth Options, working for the Carver County Office of Aging, created community assessment tools that could be used to assess the needs and preferences of Carver County baby boomers and the readiness of Carver County communities to meet these needs and preferences. The project resulted in two assessment tools: a resident survey and a baby boomer readiness assessment instrument. The tools assess needs in the areas of housing, employment, volunteerism, recreation, and medical and social services.

The resident survey was developed based on a review of literature on the characteristics and preferences of the baby boomer generation, as well as a series of focus groups with baby boomer residents of Carver County. The baby boomer readiness assessment instrument was based on a review of literature on the challenges of planning for an aging community and the characteristics of the baby boomer generation, as well as a series of interviews with a range of service providers in Carver County and focus groups with planning and city administration staff from various communities in Carver County.

The Baby Boomer Readiness Assessment Tools help communities understand and prepare for the needs of an aging population.

Credit: © Steve Schneider, 2017. All rights reserved.



4x
Increase by 2030
in Carver County
residents aged 65+

2
Tools
used to assess 5
primary themes

Safe Streets for Seniors

*New York City Department of Transportation
New York, New York*

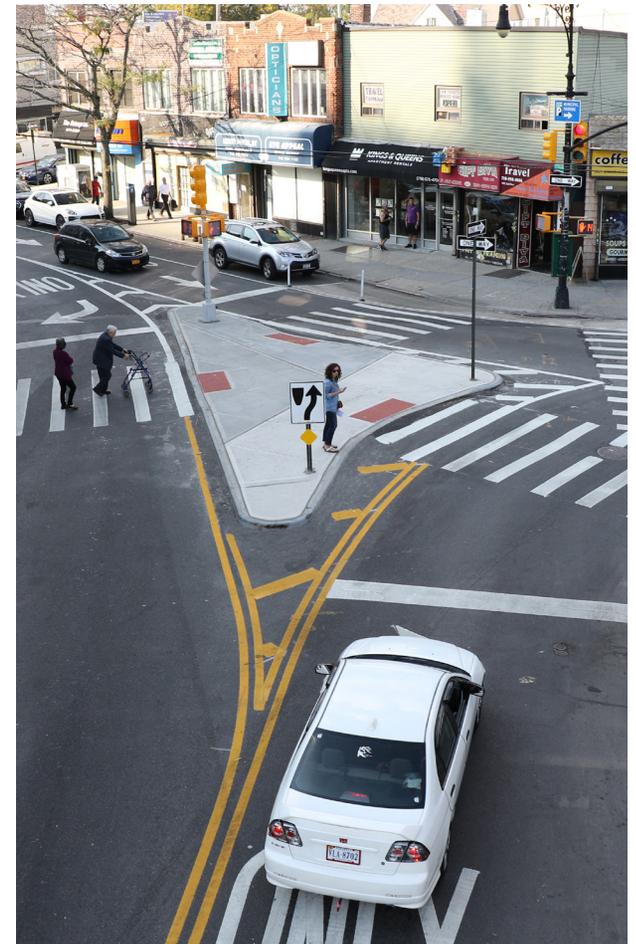
The New York City Department of Transportation launched the Safe Streets for Seniors program in 2008 and later expanded the program and incorporated it into its overall Vision Zero strategy. The goal of the program is to make streets safer for senior pedestrians, which is the most vulnerable group in NYC according to NYC's crash and injury data.

The program began with data analysis, revealing that seniors represent 39 percent of pedestrian traffic fatalities despite being only 13 percent of the general population. Based on feedback gained through public engagement, senior pedestrians identified a number of challenges, including insufficient crossing times, broken or missing pedestrian ramps, and poor drainage and ponding in the crosswalks.

The program has grown from 25 pilot study areas in 2008 to 41 in 2018 with 182 improvements built since 2009. The city wins federal grants to fund pedestrian safety improvements in each of the study areas and has seen substantial progress made towards their goals. Overall, the City has recorded a 15 percent decrease in pedestrian injuries at the 182 improvement project areas, and some areas have seen pedestrian injuries decrease by as much as 68 percent.

Safe Streets for Seniors has substantially improved the safety of New York City streets for all users, including seniors.

Credit: NYC Dept. of Transportation



4x
Higher Rate
of senior fatalities vs.
younger New Yorkers

41
Focus Areas
have been designated
for the program

68%
Decrease
in pedestrian injuries
at one project area

Aging In Place Checklist

*Dutchess County Department of Planning and Development
Dutchess County, New York*

The Aging In Place Checklist is a resource that helps community residents make educated plans for the future.

As part of a series of articles about aging in place and senior housing, the Dutchess County Department of Planning and Development created a resource for older people and their families to assess their situation. The Aging In Place Checklist helps the user holistically consider how their needs will change in the future and to make informed decisions. The checklist has sections covering home upkeep, transportation, medical, technology, safety, health/social, senior services, personal considerations, and finances.

Before creating the checklist, the planners searched for a comprehensive list prepared by a third party but were only able to locate checklists dealing with specific topics such as home improvements and health. As a result, they decided to create a checklist covering all aspects of successfully staying in one's home as one ages. The planners discovered a tension between keeping the checklist short, yet comprehensive. They opted to create a longer, 7-page checklist because its ultimate goal was to help frame the user's thinking about aging and to consider many scenarios.

The planners have also adapted the checklist and articles into a presentation entitled "Independent or Home Alone?," which they present throughout the community.

90%
of Older People
want to age in
place but...

70%
of people 65+
will need long-
term care

63%
of Dutchess County
seniors want more
senior housing options

Credit: Heather LaVarnway



Sustainable Transportation Action Committee Pilot Project

Center for Planning Excellence (CPEX)
Baton Rouge, Louisiana

The Sustainable Transportation Action Committee (STAC) was formed to recommend improvements that support walking, biking, and transit use as safe and viable modes of transportation to enhance mobility, promote active living, facilitate employment opportunities, improve safety, increase property values, and foster social engagement.

CPEX and AARP Louisiana designed a pilot project in East Baton Rouge City Parish to identify priority areas for complete streets improvements. The pilot project entailed an unprecedented existing conditions data collection process and community survey. The pilot showcased a collaborative, inclusive process to generate recommendations for complete street improvements, and the STAC partners believe that this process can be applied throughout Baton Rouge. They released a Complete Streets Toolkit detailing the process so that the pilot can be replicated elsewhere.

As members of STAC, AARP Louisiana and the Advocacy Center engaged older adults and adults with disabilities in the pilot project in order to maintain an age-friendly lens with a focus on accessibility. An objectives of the project was to engage residents of all ages and abilities in a survey about transportation options, accessibility, safety, and the livability of their community as it relates to their health. The recommendations that emerged were in large part due to listening to older residents and examining their transportation and mobility needs as it relates to the nearby built environment.

400+
Residents

participated in the
planning process

3
Viable Projects

with funding sources
identified

First Use
of Health Data

to assess
infrastructure needs



The STAC pilot project recommended improvements to promote independence and active living, improve safety, and foster social engagement.

Credit: Center for Planning Excellence



Active Living Workshops

*Indiana State Department of Health
Multiple Sites, Indiana*

Since 2013, the Indiana State Department of Health has conducted Active Living Workshops to educate communities about creating opportunities for people of all ages to live more active lives. Working in partnership with Health by Design, a statewide coalition that works to promote physical activities and healthy living in Indiana communities, over 40 workshops have been held across the state.

More than 1,600 participants, including accessibility advocates, city planners, public health professionals, engineers, school administrators, and community leaders have attended these workshops. Workshop participants identify short-term actions and long-term ideas to create active communities for people of all ages and agree to a year-long process of follow-up activities. These activities include drafting an action plan, providing status reports, and creating success stories of each group's greatest achievements.

To date, more than \$350,000 of local funding has been budgeted by communities to carry out the recommendations of the Active Living workshops. For example, workshop participants from Lebanon, Indiana secured \$100,000 from the City Council to implement active living improvements, including the construction of new sidewalks and accessible curb ramps. The City of Peru, Indiana adopted a Complete Streets ordinance which helped to leverage the construction of bike lanes, safe pedestrian crossings and a road diet along an existing state highway that bisects the community.

40+
Workshops

designed and led
since 2013

1,600+
Participants

attended the Active
Living Workshops

\$350,000
Allocated

by local communities
for implementation

Active Living Workshops
in Indiana have resulted in
numerous programs and
strategies to promote physical
activity and a healthy lifestyle.

Credit: Indiana State Department of Health



Bürgerbuses

Pro Bürgerbuses

North Rhein-Westphalia, Germany

Bürgerbuses provide affordable transportation for those who reside in areas removed from existing regional public transit network and are unable to drive. For the service to be offered, there is extensive planning and coordination, with transportation planners key to the success. The service is organized by clubs that recruit volunteer drivers and oversee the operations of the bus. They contract with a transport company to lease the vehicles. The local government provides funding to make the service possible and coordinates the project. The state Ministry of Transport also provides financial support. The drivers, often retirees, use defined schedules and cover shifts of roughly 2 to 4 hours at a time, usually driving 2 to 4 times a month. Each club sets its price structure, but costs per trip are very affordable; fares are considerably less than the cost of a ticket on public transit in the surrounding area and much less than a taxi or car service.

Transport planners must first identify the right locations to create this transportation option through demographic analysis and outreach. They must coordinate with public transit agencies to ensure Bürgerbuses do not compete with existing transit. There is also coordination with the club who recruits volunteers and works with a transport company to provide the actual bus. Clearly, Bürgerbuses are right for every area but, they are an affordable option that can improve the mobility in areas with limited public transport and are well-used by seniors.

125
Bürgerbuses operate
in the state of North
Rhein-Westphalia (NRW)

8
Passengers
can be transported
in one vehicle

30%
of Local
Municipalities
in NRW run buses

Bürgerbuses provide seniors an affordable way to stay connected in areas where few transportation options exist.

Credit: RP Online



[Click here for more information](#)

Aging Communities Model Documents

*New Jersey Future
Multiple Sites, New Jersey*

New Jersey Future is working with several municipalities in New Jersey to evaluate whether they are age friendly. The project team assesses housing stock (tenure/type); housing affordability; access to transit/walkability; land use patterns; and community structure. Then, the team develops recommendations to enhance the community's age-friendly characteristics.

While conducting these studies across the state, the New Jersey Future team identified process challenges, including involving key community decision-makers and stakeholders at the outset of the project, establishing clear project expectations, and developing a realistic set of project outcomes. New Jersey Future has created a set of model documents that are designed to achieve these objectives and improve the planning process.

The model documents include a letter of agreement that defines the study work scope, establishes a point of contact, and lists the responsibilities of the municipality and project team; draft language for a municipal resolution in support of undertaking a study; and a proposed composition for the municipality's project steering committee. These model documents lower uncertainties related to initiating and conducting an assessment and engaging stakeholders and help to ensure that the age friendly policies that emerge from the planning and assessment process are implemented.

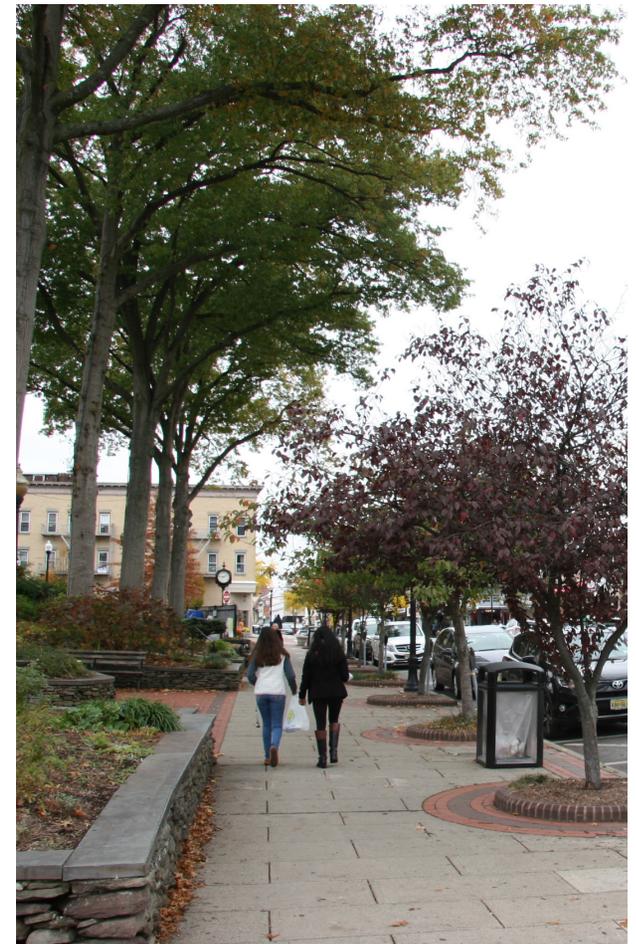
26.2%
of NJ's Population
are aged 55 years or older

47.5%
of 65+ Households
in New Jersey are cost-burdened

30%
of 55+ residents
live in low-density, car dependent communities

The Model Documents frame a process municipalities can follow to begin planning and crafting policy to make their communities age friendly.

Credit: New Jersey Future



Access Advisory Panel

City of Melville
Melville, Australia

The Access Advisory Panel began in 2013, blending the experience of local wheelchair users, senior citizens, deaf people, people with Alzheimer's and dementia, people with autism, and the blind/vision impaired. Meeting every three months, the 20-strong panel makes access-themed comments on important projects like big civic buildings, public realm improvements, apartment towers, park upgrades, major festivals and access/inclusion plans before they're finalized.

Meetings are typically lively, covering two or three projects over two hours. Real time comments from the members are captured in notes by City staff. These are then passed on to planners and designers. Most of the time, planners and designers are asked to think beyond formal access standards and strive for practical, user-friendly solutions. The panel has no binding authority and convincing private developers to implement the recommendations can be challenging. Fortunately, most are won over because better design benefits everybody.

19
Meetings

have been held since inception of the panel

40+
Projects

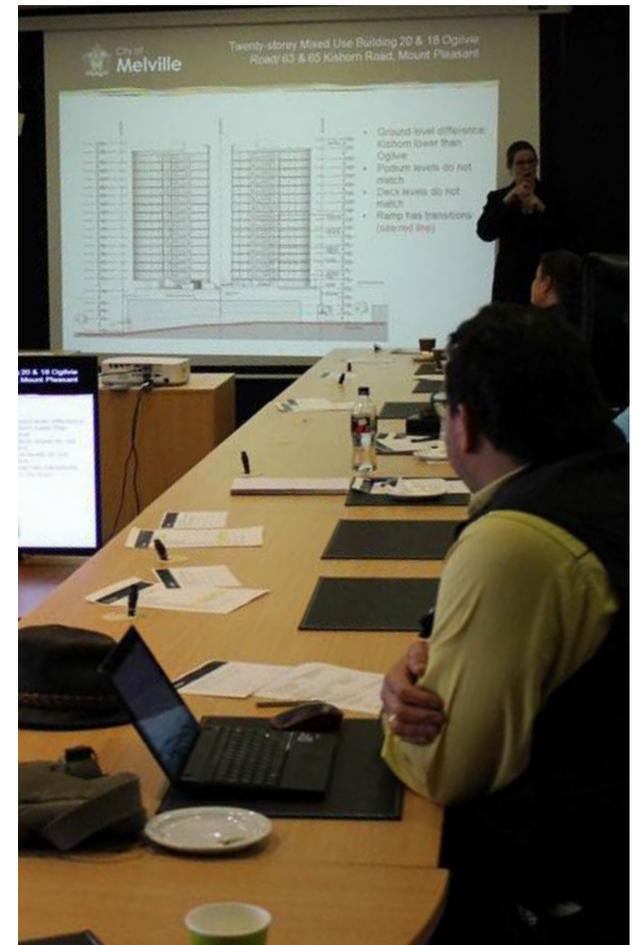
have been analyzed by the panel

32%
of Residents

of the City of Melville are 55 or older

The City of Melville Access Advisory Panel provides comments on accessibility for major projects, improving their design.

Credit: City of Melville



[Click here for more information](#)

Shaping Aging Neighborhoods

Arup
Milan, Italy

Shaping Aging Neighborhoods proposes a set of 24 actions to make Gallarate, a neighborhood in Milan, better for its older residents. The area is located in northwest Milan and is 3.9 sq km. It is identified as a priority area in the 'Piano Periferie', a strategic document presented by the mayor in December 2016.

Designed by Arup with the collaboration of Fondazione Housing Sociale and Systematica, the 24 actions were developed through a 4-stage methodology. First, Interact: direct contact with neighborhood stakeholders and inhabitants through workshops and questionnaires; second, Assess: data analysis and evaluation using indicators; third, Compare: creation of benchmarks using international best practices; fourth, Design: addressing issues and opportunities to promote more comfortable environments, more efficient public transport, new social activities for all the community, and innovative initiatives for overcoming the digital gap.

Shaping Aging Neighborhoods builds off of previous research, "Shaping Aging Cities: 10 European Case Studies," developed by Arup, HelpAge, Systematica, and Siemens. This previous research analyzes demographic patterns of cities through 4 lenses: society, built environment, mobility, and digital. The project uses these dimensions to create a framework for better designed environments for older people.

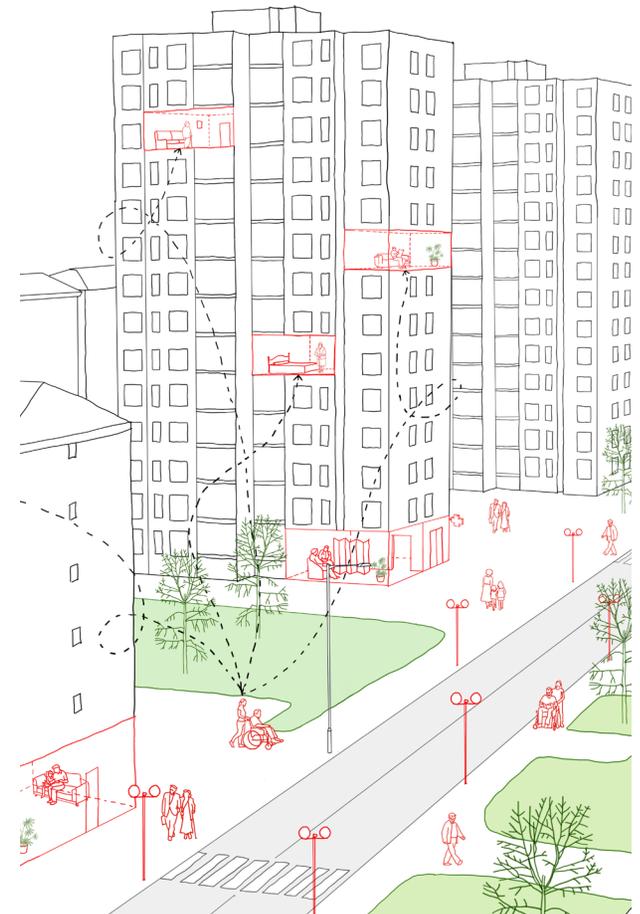
4
Dimensions Analyzed:
society, built environment,
mobility, and digital

25%
of the Population
is 80 years
or older

24
Actions Identified and
grouped into 8 opportunities
of intervention

Shaping Aging Neighborhoods
creates a set of 24 actions to
improve life for older people in
Gallaratese.

Credit: Arup



[Click here for more information](#)

Alleghenies Ahead Regional Comprehensive Plan

*Southern Alleghenies Planning and Development Commission
Bedford, Blair, Cambria, Huntingdon, Fulton, and Somerset
Counties, Pennsylvania*

Beginning in late 2016, the six counties of the Southern Alleghenies region agreed to pool resources to develop a comprehensive plan to address the common needs of the region and the challenges specific to each county. Called Alleghenies Ahead, the comprehensive plan establishes regional goals and specific, implementable action plans at the county level.

Many of the challenges identified through the comprehensive planning process are especially pronounced for older members of the community. For example, Blair County, one of the participating counties, has identified a housing gap both in terms of market-rate housing as well as housing type. The county has a lack of walkable and bicycle-friendly facilities, and local development codes lead to automobile oriented construction.

The county is developing action plans to address these issues. For housing, these include municipal financing incentives and abatement tools, the development of a model land development ordinance, and a strategy of neighborhood revitalization that includes a mix of infill and rehabilitated units. For mobility, the strategies include developing a mobile farm market and completing the active transportation plan.

6
Counties
collaborating on the
comprehensive plan

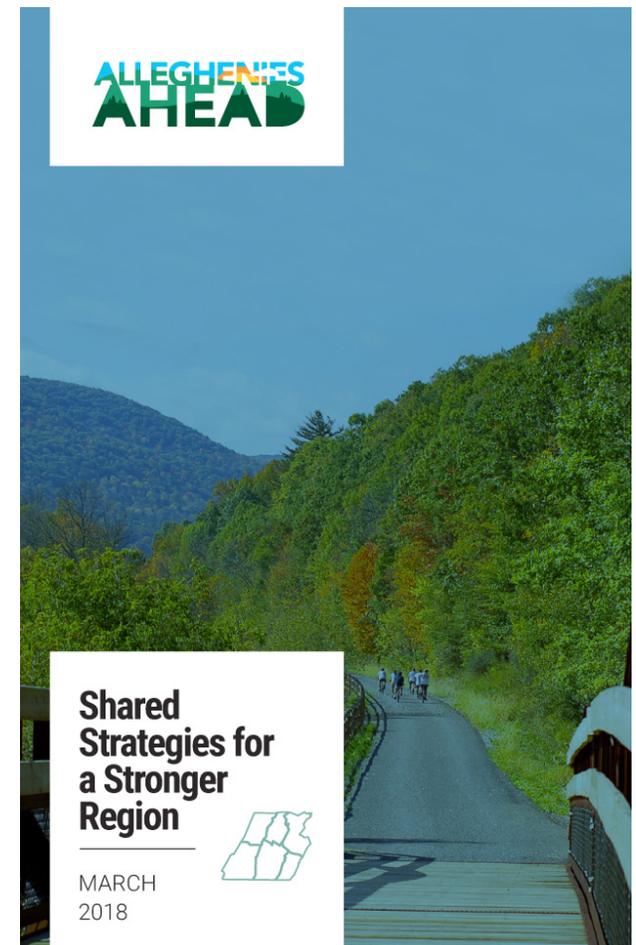
1,100+
Participants
completed the online
stakeholder survey

33%
of Homeowners
in the region are age
65 and over



Alleghenies Ahead establishes a vision and action plan to make the region more livable for people of all ages.

Credit: czb





City of Austin Vision Zero Action Plan

*City of Austin: City Council and City Agencies
Austin, Texas*

Austin's Vision Zero Action Plan will make the city's street safer and improve mobility options for everyone.

The City of Austin Vision Zero Action Plan was adopted by Austin's City Council in May 2016, following a City Council resolution to form a Vision Zero Taskforce in late 2014. The Taskforce, which is comprised of a variety of professionals from public safety, planning, transportation, state transportation (TxDOT), Travis County, health departments, and key community groups, set out to eliminate all deaths and serious injuries resulting from traffic crashes.

Since adopting the Vision Zero Action Plan, the City created a full-time staff position for a Vision Zero Coordinator, as well as a Pedestrian Safety Coordinator, and the Austin Police Department dedicated an officer to bicycle and pedestrian issues. The City of Austin budget also allocates funding specifically for Vision Zero, and in November 2016, Austin voters supported a \$720 Million bond package for making major transportation corridors more supportive of all modes of transportation, as well as \$11M specifically for Vision Zero projects.

The City of Austin has identified the most dangerous intersections in Austin and is working to redesign and reconstruct them. The first four intersections have been rebuilt and have seen significant reductions in crashes, ranging from 22 to 61 percent.

Credit: City of Austin



Full Time

City Staff Position

created to coordinate Vision Zero planning

\$720M

Bond Package

provides \$11M for Vision Zero projects

4

Intersections

rebuilt with new safety improvements

Bicentennial Children's Park

*Parque Metropolitano / Junta Nacional de Jardines Infantiles
Santiago, Chile*

In Santiago, the Bicentennial Children's Park provides a 10 acre space for children to play in the heart of the city. Sited next to Metropolitan Park and San Cristobal Hill, the park is also positioned to serve as the first segment of a pedestrian promenade, providing people with a place to go for longer walks.

The park addresses a deficit of high-quality public space while reconciling the segregation between rich and poor neighborhoods. It provides a variety of play spaces for children including tree houses, fountains, swingsets, and 60 slides. The fence separating the perimeter of the park from a roadway is also part of the playground, featuring places to safely climb and run.

Design of the park incorporated the unique constraints of the site. Being at the foot of a steep hill, topography was optimized to balance fun and safe play spaces where children could climb up a long slide or walk to the top of a tree canopy, without being too high from the ground.

2012

Year

that the park was completed

10

Acres

of new play space for children

\$4M

Budget

to create the new park

The Bicentennial Children's Park provides a space for children to play.

Credit: CC BY-NC-ND 2.0 Constanza López



[Click here for more information](#)

Freiburg Green City

City of Freiburg

Freiburg, Germany

For the last 40 years, the City of Freiburg has undertaken a comprehensive set of long-term land use, transport and engagement strategies aimed at delivering an environmentally sustainable quality of life.

The secret to Freiburg's success has been long range planning and the steady adoption of policies designed to reach the goal of a sustainable, livable city. To achieve its aims the city has limited cars to walking speed and parking to marked areas by creating shared streets with areas to stay and play. Fully integrated public transport, sustainable drainage systems, and development criteria which favor local residents, older people and families with children have seen Freiburg recognized worldwide as an exemplar green city. The strategy has resulted in reduced car use, increased active mobility and nature-rich space for all ages, prioritizing children and the elderly.

In the Vauban neighborhood, the city reused the former site of a French Army facility to create a district for around 5,500 residents. The design of the neighborhood prioritizes energy efficient buildings, public play areas for children, low traffic speeds, and access to public transportation.

4
Decades
of local policy to
support sustainability

220,000
Residents
live in the City of
Freiburg

70%
of Residents
of Freiburg live near
a transit stop

The City of Freiburg is an international example of building a sustainable, livable city for all ages.

Credit: Arup



Night-time Design Pilot Installation

Arup
Cartagena, Colombia

Arup, in partnership with local organizations and the London School of Economics, launched a study in Getsemaní, a historic neighborhood in Cartagena, Colombia just south of the famed Old City. The goal of the study was to use urban planning best practices in lighting, sociology, and mobility to enhance growth and connection in Getsemaní. The end result was a pilot installation that demonstrates how lighting can help transform public perception of a neighborhood, while still respecting the area's unique history and character.

To ensure that the team's design recommendations successfully responded to the community's unique needs and priorities, the study included a rigorous, two-year stakeholder engagement process. Based on the team's social research and stakeholder feedback, it was determined that Getsamení would benefit most from a scheme that utilized repeated smaller-scale, highly integrated lighting gestures.

The pilot installation took place in the summer of 2016. In addition to mounting lanterns on walls, some fixtures were placed on the floor, reinforcing the character of certain "social hotspots" along the street. The Getsemaní pilot project produced appropriate location-specific night-time solutions while also being universal enough to be used as the basis for future urban night-time guidelines, policy change, and methodologies.

1 Night

1 Ally

Based on 3 years of research and site visits

8

Lantern Designs

standard luminaires, localized by community

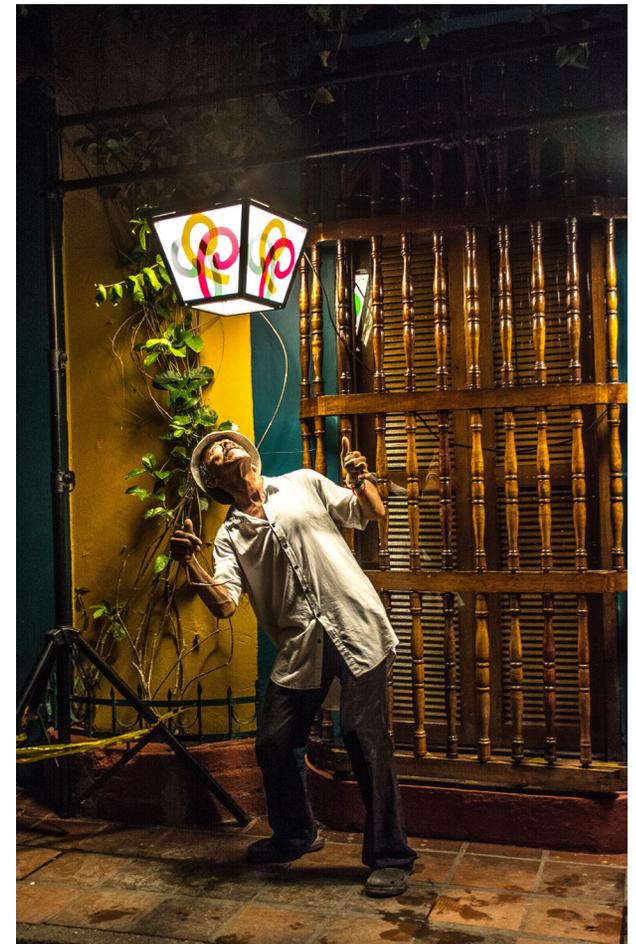
14

Partners

designers, academics, manufacturers, installers

The Night-time Design Pilot Installation helped to increase the utilization, safety, and accessibility of public spaces during night-time.

Credit: Dr. Don Slater, Configuring Light Program, LSE



[Click here for more information](#)

Barcelona Superblocks

*Barcelona Department of Mobility
Barcelona, Spain*

Barcelona is piloting a radical new strategy which will restrict traffic to main roads around consolidated 400m-by-400m city blocks. With traffic limited to the perimeter, internal streets will be reallocated for “citizen spaces” with increased safe green space for culture, leisure and community activities. The goal is to create new, safe public spaces, support a transition to sustainable mobility options, and strengthen the overall character of communities.

The city’s Department of Mobility advocates a series of measures to give pedestrians and cyclists priority, to support an efficient mobility network and to reduce the environmental impact of vehicles. Superblocks are being piloted at a number of sites throughout Barcelona, and planners there emphasize that the concept is an easily applicable and adaptable model that can improve quality of life for children, families and seniors. Assessment of health impacts has shaped the project, which is expected to help to reduce pollution, promote active travel, improve safety and encourage activity and social cohesion without compromising the mobility network.

\$58,000
Cost to Implement
pilot superblock in
Poblenou

61%
Reduction in
length of road network
under future scheme

8,000
Square Meters
of new public space
created at pilot site

Barcelona's superblocks have the potential to revitalize the safety and system of mobility throughout the city.

Credit: Erwan Hesry on Unsplash

